

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	East Germany	REPORT	<input type="text"/>	25X1
SUBJECT	Return of Freight Cars to East Germany from Russia ; Damage to Rolling Stock and Rail Installations Locomotive Park	DATE DISTR.	13 April 1953	
		NO. OF PAGES	2	
DATE OF INFO.	<input type="text"/>	REQUIREMENT NO.	RD	
PLACE ACQUIRED	<input type="text"/>	REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Return of freight cars from the USSR to East Germany

1. In 1951/1952, East Germany agreed to buy back from the USSR approximately 45,000 freight cars; the cars in question had been taken by the Soviet authorities at the end of the war. The first agreement signed was in 1951 for 20,000 cars followed by a second agreement in 1952 for the purchase of 25,000 cars.

2. It was expected that, by the end of December 1952, all cars would have been returned.

3. An official of the Reichsbahn Generaldirektion stated that for the month of September 1952, the Generaldirektion received from the Transport Department of the SCC a bill for a total of DM 14,000,000 for the following cars:

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3200 unserviceable cars at DM 4,000 per car
600 unserviceable cars requiring repairs at a cost of DM 2,000 per car

There was no price difference in respect to covered and open cars or flat cars.

Tank cars - East German total as of 31 October 1952 and repairs for October 1952

4. At the end of October 1952, East Germany possessed 10,817 tank cars (this includes both "Kesselwagen" and "Topfwagen"). During October 1952, a total of 1254 tank cars were repaired in East Germany.

Accidents and damage during December 1952

5. In December 1952, the East German railways recorded the following accidents and damage to material:

25 YEAR
RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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- 2 -

1 Train accident-

24 persons were killed and 27 injured.

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9 Havarien (break-downs?)

740 cases of damage

2 cases of fire.

6. As a result of the above, the following costs were incurred:

Damage to 87 locomotives	DM	74,676
Damage to 370 cars	DM	159,224
Track damage	DM	14,063
Damage to installations	DM	7,563
Cost of lost and damaged goods	DM	27,030

Locomotive park as of 13 January 1953

7. As of 13 January 1953, the following locomotives were available in East Germany:

Total normal gauge locomotives	<u>6,384</u>
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Of these the following were

- | | |
|--|-------|
| a. In the <u>Betriebspark</u> (operational park) | 4,927 |
| b. Under repair | 1,457 |

In addition:

- | | |
|-----------------------------|-----|
| a. Column locomotives | 371 |
| b. Narrow gauge locomotives | 142 |

Comments:

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- Details indicate that the second agreement in 1952 provided for the purchase of 20,000 cars.
- As of 31 December 1952, a total of 18,884 damaged cars (Schadwagen) had been put into the Betriebspark.

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